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JAMAICA PLAIN

GENERAL NEIGHBORHOOD RENEWAL PLAN

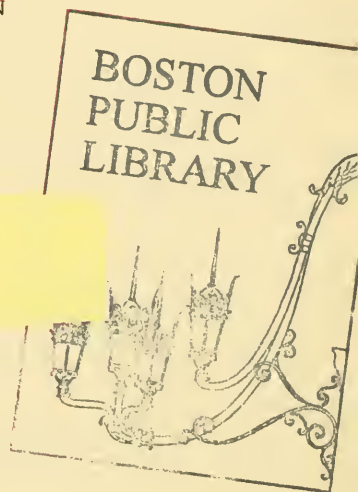
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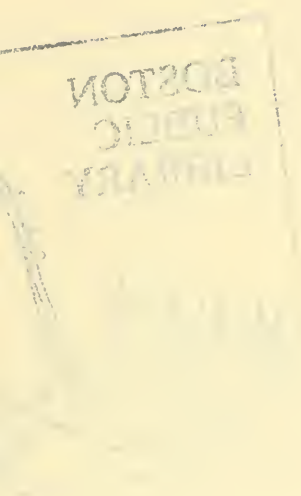
Boston, Massachusetts

June 24, 1965



The preparation of this plan was financed in part through a Federal advance from the Urban Renewal Administration of the Housing and Home Finance Agency under the provisions of Title I of the Housing Act of 1949, as amended.

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JAMAICA PLAIN  
GENERAL NEIGHBORHOOD RENEWAL PLAN  
PROJECT NO. MASS. R-49

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Boston, Massachusetts

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Exhibit A Boston Redevelopment Authority, 1965/1975 General Plan for the City of Boston.  
(submitted previously)

Exhibit B Boston Redevelopment Authority, Renewing Boston's Municipal Facilities 1963/1975.  
(submitted previously)

Exhibit C Larry Smith and Associates, Jamaica Plain Land Utilization and Marketability Study, 1964  
(submitted herewith)

Exhibit D Harvard University, Boston Schools - 1962 A Report on the Schools of Boston, 1962.  
(submitted previously)

Exhibit E Wilbur Smith and Associates, Traffic and Circulation Plan 1965.  
(submitted previously)

Exhibit F Charles A. Maguire and Associates, Report on Preliminary Studies of Existing Utility Systems, 1964.  
(submitted previously)

Exhibit G Survey and Planning Application, Jamaica Plain Urban Renewal Area, June 1965.  
(submitted herewith)



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## INTRODUCTION

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Jamaica Plain General Neighborhood Renewal Plan Area is a substantial residential area within the City of Boston. The GNRP encompasses 1,063 acres southwest of the central business district and currently contains an estimated population of 42,400. Its location in terms of other renewal areas is shown on the map attached to this section.

Prior to 1850 Jamaica Plain was a rural community of well-cultivated farms and picturesque estates. It still retains this character along sections of the Jamaicaway. The natural attractions of Jamaica Pond, Arnold Arboretum, and Franklin Park are major assets which contributed significantly to the development of the area. The earlier construction of the railroad, an abundant supply of fresh water from Jamaica Pond, and the generation of water power from Stoney Brook attracted industrial development along the general alignment of the railroad. Significant residential construction occurred between 1870-1900 and the area quickly developed into a stable residential community. Building continued sporadically until today there exists little land available for new development.

During recent decades new factors have challenged the stability of Jamaica Plain. The housing stock has deteriorated in many sections of the GNRP area while industries have become outmoded as new processes have been developed. Many community facilities, especially schools, are obsolete by modern standards. The increased use of the automobile has created major difficulties in the area which has narrow and congested streets. While deterioration is beginning to show its effects in Jamaica Plain, it has not yet progressed to a point where drastic measures are required. However, immediate attention should be given to the area to remove present blighting trends and to ensure the stability of the area.

An urban renewal project emphasizing rehabilitation with a minimum of selective clearance is the principal tool which the City can use to revitalize this important residential area. This General Neighborhood Renewal Plan establishes the goals and objectives which are needed to implement an improvement program for Jamaica Plain. The major elements of this plan are the provision of modern schools and community facilities,



a coordinated rehabilitation program to guide and assist property owners in improving their properties, and transportation improvements to provide an adequate street system integrated with mass transportation facilities. Limited sites will be available for new development consistent with the objectives of the plan. Only through a comprehensive urban renewal program can Jamaica Plain maintain its stability as a vital residential neighborhood.



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BOUNDARY DESCRIPTION

CODE NO. GN-201(a)

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The General Neighborhood Renewal Plan encompasses that certain tract of land referred to as the Jamaica Plain Urban Renewal Area, situated in the City of Boston, County of Suffolk, Commonwealth of Massachusetts and bounded generally as follows:

BEGINNING at the intersection of South Huntington Avenue and Huntington Avenue:

Thence, running westerly along Huntington Avenue to the Jamaicaway;

Thence, running southerly along the Jamaicaway to the Arborway;

Thence, running southerly and easterly along the Arborway to the northwest boundary of Franklin Park;

Thence, running generally northeasterly along the northwest boundary of Franklin Park to Columbus Avenue;

Thence, running northwesterly and northerly along Columbus Avenue to Heath Street extended at Jackson Square;

Thence, running northwesterly and westerly along Heath Street to South Huntington Avenue;

Thence, running northerly along South Huntington Avenue to the point of BEGINNING.





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LAND USE PLAN

CODE NO. GN-201(b)

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DESCRIPTION OF THE AREA

The Jamaica Plain General Neighborhood Renewal Plan Area is bounded by the Jamaicaway and Olmsted Park on the east; the Arborway and Arnold Arboretum on the south; Franklin Park and Columbus Avenue on the east; and Heath Street on the north. The area contains 1,063 acres of which approximately 545 acres are in residential use, 124 acres in institutional use, 61 acres in commercial use and 41 acres in residential use. Approximately 234 acres of streets together with 57 acres of vacant land and parking constitute the remaining acreage. It is presently estimated that 42,400 people live within the area, a two percent increase since the 1960 U. S. Census.

1. Neighborhood Characteristics

The area is characterized by single-family frame dwellings with various other housing types interspersed throughout, particularly three-deckers. The types of housing relate to the chronological development of Jamaica Plain. Originally, the area contained farms and large estates whose character still remains along sections of the Jamaicaway. As the region grew, these large land holdings were developed for single-family houses. Late in the 19th century new housing types appeared, including the "three-decker" and in a few areas the row house and apartment buildings. Because of the increasing scarcity of developable land, apartments are not concentrated but are well distributed throughout the area. Two sizable apartment developments have recently been constructed indicating a demand for new housing in an old neighborhood.

The older housing stock in Jamaica Plain exhibits a problem characteristic of many neighborhoods in the Boston area. Old, large, single-family homes are now obsolete in design, expensive to maintain and are subject to deterioration and blight. Although Jamaica Plain has a high percentage of owner-occupants who take great pride in their homes, many of these obsolete dwellings are deteriorating and have been converted to other uses, such as convalescent homes and apartments.



As the population grew in Jamaica Plain, commercial development likewise expanded, especially along the major thoroughfares of Centre, South and Washington Streets. Many of the retail stores are mixed uses in that they occupy the ground floor of dwellings. These retail facilities were developed to serve the walk-in trade from the surrounding blocks and are not adaptable to modern merchandising methods. Adequate off-street parking and loading facilities are lacking which causes congestion on the major thoroughfares. Where modern retail facilities have captured the market, these obsolete stores have deteriorated and contributed to the instability of the community. Concentrations of these uses are particularly prevalent along Washington Street.

One of the major factors in the development of Jamaica Plain was the construction of the Boston and Providence Railroad in 1826. Later along the railroad industries developed. These industrial areas expanded until hemmed in by the housing which was constructed at about the same time. This mixture of residential and non-residential uses along the fringes created unsatisfactory environmental conditions and the housing stock in these areas has been particularly subject to deterioration.

In the early development stages of Jamaica Plain, the area was traversed with pleasant residential streets; but as the community developed, the traffic volumes on some of these streets increased significantly and development of the automobile brought new problems. Today many streets are too narrow, off-street parking and loading facilities are inadequate, and through traffic is forced to pass through residential areas thereby destroying their cohesiveness.

The community once was well served by community facilities, but as is common to many urban areas, these facilities are now obsolete. Many schools and public buildings require replacement or improvement; additional parks and playgrounds are required to serve areas where open space has been reduced by new development; and more diverse public facilities are needed to serve the wider spectrum of public services associated with an urban neighborhood.

## 2. Assets of the Renewal Area

While adverse factors are threatening the stability of Jamaica Plain as a residential area, it possesses amenities which are found in few urban residential areas of Boston.

The renewal area is surrounded by open space which protects it from adverse outside influences. These areas - Franklin Park, Olmsted Park and Arnold Arboretum - enhance Jamaica Plain as a desirable residential area and are a significant source of recreational space, both active and passive, for the GMRP area.



An asset of the area is its location just outside the regional core of downtown Boston. The area is readily accessible by automobile or by public transportation. Rapid Transit and surface car lines which transverse the area provide direct connections between Jamaica Plain and downtown Boston with access to all other areas of the City.

The stability of Jamaica Plain is evidenced by the lack of population decline which was experienced by most residential areas of Boston. The population of the GNRP has remained relatively constant since World War II while the City has experienced its heaviest population decline in history. In addition, the stability of the area is illustrated by the high rate of home ownership and recent home improvements.

If Jamaica Plain is to remain a stable residential area, the assets of the area must be retained and strengthened. A renewal program, emphasizing residential rehabilitation and new community facilities, will eliminate adverse factors and will preserve the assets of Jamaica Plain as an attractive area.

### 3. Land Use Data

Among the basic studies undertaken during the preparation of the General Neighborhood Renewal Plan were a land use survey and a building condition survey carried out by the staff of the Redevelopment Authority. A summary of the land use survey is shown in the table below. The distribution of land uses in Jamaica Plain is shown on Map 1, Existing Land Use.

Table 1

#### SUMMARY OF EXISTING LAND USE\* Jamaica Plain GNRP

<u>Land Use</u>	<u>Area (Acres)</u>	<u>Per Cent of Net Land</u>	<u>Per Cent of Total</u>
Residential	545.0	65.7	51.2
Commercial	53.4	6.4	5.0
Wholesale	8.0	1.0	0.8
Industrial	41.3	5.0	3.9
Institutional	124.2	15.0	11.7
Parking	15.5	1.8	1.5
Vacant	<u>41.0</u>	<u>5.1</u>	<u>3.9</u>
Total Net Land	829.4	100.0	78.0
Streets & ROW's	<u>233.6</u>		<u>22.0</u>
Total Land Area	1,063.0		100.0

\*Source: BRA Field Survey



## SELECTION OF THE AREA

The Jamaica Plain General Neighborhood Renewal Area was selected as one of ten areas for study at the inception of the Boston Development Program. One major factor in its selection was that Jamaica Plain was showing signs of deterioration, which if checked now would prevent the necessity for more intensive treatment at a later date. A summary of building conditions in the area which identifies the scope of deterioration is shown below.

Surveys revealed that of the 5,268 buildings, less than seven percent were in satisfactory condition. Thirty-five percent of the total buildings had significant deficiencies. Some are beyond rehabilitation and will require clearance. The remaining 58 percent will require only minor repair for restoration to satisfactory condition based upon the limited exterior survey.

Table 2

### SUMMARY OF BUILDING CONDITIONS\* Jamaica Plain GNRP

<u>Type</u>	<u>In Satisfactory Condition</u>	<u>Minor Repairs</u>	<u>Major Repairs</u>	<u>Extensive Major Repair</u>	<u>Total</u>
Residential	311	2,809	1,300	319	4,739
Commercial	13	134	108	24	279
Wholesale	1	20	13	2	36
Industrial	2	23	36	17	78
Institutional	<u>30</u>	<u>80</u>	<u>23</u>	<u>3</u>	<u>136</u>
Total Number	357	3,066	1,480	365	5,268
Total (by Percent)	6.8	58.2	28.1	6.9	100.0

\*Source: BRA Exterior Field Survey

In addition to building deficiencies, a number of environmental deficiencies were observed during the survey and are listed below. Some of these were discussed in a previous section.

- Conversion of large residential buildings to commercial uses, primarily convalescent homes.
- Narrow, congested and poorly paved streets.
- Incompatible mixed uses, especially along the alignment of the railroad.







- Lack of adequate off-street parking and loading areas.
- Obsolete and outmoded commercial and industrial buildings.
- Inadequate community facilities and utilities, especially schools and recreation areas.
- Considerable vacant floor space in obsolete buildings.
- A general lack of maintenance and long-term improvement is contributing to the deterioration of many areas.

Although the area is clearly eligible for a renewal program, a major objective in selecting Jamaica Plain was the potential to achieve significant improvements to the area before it deteriorated further and warranted more drastic action.

#### PRESENT TRENDS IN JAMAICA PLAIN

The General Neighborhood Renewal Plan studies have identified several distinct trends within the Jamaica Plain community. These changes are consistent with the trends presently influencing the City of Boston in general. Sections of the renewal area are presently undergoing transitions which will ultimately have an important effect upon the future role of Jamaica Plain as a residential area. The patterns of development in terms of land use and design are evident for most sections of the renewal area.

During the past several decades Jamaica Plain has constantly experienced gradual growth in which vacant parcels were developed on a piecemeal basis. Now, little developable space remains. However, Jamaica Plain has many amenities as a residential area, and the demand for new housing has remained strong. For example, after some difficulty in assembling land, a new housing development was recently completed and quickly rented.

Recent changes in state regulations controlling nursing and convalescent homes should reduce or eliminate the conversions of existing residences to these uses. As a result pressures will arise for the construction of new facilities to serve these uses.

Present trends affecting commercial and industrial uses are expected to continue. New shopping facilities which provide ample parking and a wide range of merchandise can be expected to capture a higher percentage of the local consumer dollar. If properly located, these facilities could define more clearly the local commercial areas and strengthen the land use pattern.

The population of Jamaica Plain has been declining gradually, although at a slower rate than for the City as a whole. However, the 1965 State



Census did show a slight increase even though population losses have continued in the most deteriorated areas. It appears that recent construction and conversions in areas of good condition have been responsible for this increase. Because of its superior location and other amenities, Jamaica Plain can remain a stable and prosperous residential neighborhood. However, not all of these recent trends are favorable to the proper development of the community. If Jamaica Plain is to retain and improve its position as a stable residential area, an improvement program will be required to remove adverse factors and to stimulate proper development.

## ELEMENTS OF THE LAND USE PLAN

### Introduction

The scope of the problems previously mentioned are such that careful planning and programming will be required to assure proper development of Jamaica Plain as a revitalized residential neighborhood. Specific objectives were developed during the preparation of the General Neighborhood Renewal Plan to serve as a guide for the implementation of the land use plan. These objectives are as follows:

- Rehabilitation and conservation of all residential structures consistent with sound land use and economic principles.
- Provision of community facilities and improvements in accordance with modern standards adapted to the needs of the community.
- Strengthen existing commercial and industrial uses compatible with residential land use planning.
- Minimum selected clearance to eliminate areas which are beyond rehabilitation or are inconsistent with major planning objectives.
- Development of a transportation system integrated with proposed regional facilities and adapted to the character of the area.
- Encouragement of new private housing development compatible with the existing residential community.

These objectives are intended to enhance the existing amenities of Jamaica Plain while eliminating blighting influences and encouraging new investment. They anticipate the revitalization of the area primarily through rehabilitation and conservation and the provision of new community facilities. A summary of proposed land uses illustrated on Map 3, Proposed Land Use, is shown on Table 3 below:



Table 3

PROPOSED LAND USES  
Jamaica Plain GNRP

<u>Land Use</u>	<u>Subject to Rehabilitation (in acres)</u>	<u>Clearance and Redevelopment (in acres)</u>	<u>Proposed Land Use Totals</u>	
			<u>Acreage</u>	<u>Percent</u>
Residential	541.6	17.4	559.0	52.6
Commercial	41.4	4.2	45.6	4.3
Industrial	65.6	12.9	78.5	7.4
Institutional	99.1	14.9	114.0	10.7
Streets	<u>218.3</u>	<u>2.7</u>	<u>221.0</u>	<u>20.8</u>
Subtotals	966.0	52.1	1,018.1	95.8
Southwest Expressway	--	--	<u>44.9</u>	<u>4.2</u>
Totals			1,063.0	100.0

Residential Land Use Proposals

The primary objective of the General Neighborhood Renewal Plan is the strengthening and stabilization of the residential character of Jamaica Plain. The land use plan reflects all of the specific proposals which are designed to strengthen the community as a residential area.

There are approximately 545 acres of land currently devoted to housing and residential uses in the GNRP area. In 1960 this area contained 12,550 dwelling units.

The plan retains all residential structures which, from exterior surveys, appear to be feasible for rehabilitation and conform with the land use proposals. It proposes that this major objective of the plan be achieved through a formal rehabilitation program carried out under the auspices of one comprehensive urban renewal project. The rehabilitation program would be applied to 541 acres of existing residential land where conditions do not indicate the need for planned acquisition and clearance activities. Under this program approximately 11,250 existing dwelling units would be improved in accordance with the requirements for rehabilitation which are outlined under Code No. GN-201(e) of this report.



The elimination of small areas of blight through a selective program of clearance and redevelopment will provide over 17 acres of available land for new housing construction. At suitable densities, averaging 20-25 families per acre, this land will accommodate approximately 350 new dwelling units at appropriate locations throughout the GMRP area.

In addition, a number of potential development opportunities exist in various sections of the GMRP which, if assisted by the land assembly process, is another source of potential new housing. Preliminary estimates indicate that these sites could provide up to 500 units of new housing. More detailed analyses of these areas will be conducted during later planning stages.

The overall future population and the density of Jamaica Plain are not expected to change radically. The elimination of substandard areas and the provision of new community facilities will have a minor effect on population distribution within the area, however.

### Commercial Land Use Proposals

The land use plan proposes the concentration and strengthening of the existing commercial land use pattern in Jamaica Plain. At the present time the area contains approximately 70 acres of land devoted to commercial and related uses. Much of this land is either in low-intensity general commercial use or in local retail uses operating on a marginal basis.

The GMRP proposes retail commercial areas be retained in the following areas: (1) along Centre Street between South and Green Streets, (2) Centre Street at Hyde Square, (3) Centre Street at Walden Street, (4) Egleston Square, and (5) Washington Street at Green Street. General commercial uses: (1) along Columbus Avenue south of Jackson Square, and (2) along Washington Street south of Green Street. Within these locations existing commercial uses exhibit the stability and strength to meet the retail needs of the community on a long-term basis. In terms of the circulation pattern, these areas are readily accessible to all sections of the GMRP and surrounding market areas. Some off-street parking has been provided by existing merchants and the potential exists for additional facilities to meet modern parking standards.

While the GMRP encourages the implementation of the commercial land use proposals primarily through private initiative, approximately 4.2 acres of cleared land will be available for commercial reuse. The major site is located at Washington and Green Streets to provide a retail center for the area of the GMRP east of the railroad. Two other small commercial reuse parcels are proposed on Boylston Street to serve the local convenience needs of the immediate neighborhood. In addition, off-street parking, a program of non-residential rehabilitation and improved traffic circulation will be undertaken to strengthen existing commercial areas to be retained.





## Industrial Land Use Proposals

There are presently over 41 acres of land allocated to industrial and related uses. Some of this land is used for highly technical industrial processes by national and local corporations while other land is used for a variety of uses including warehouses, storage and miscellaneous manufacturing.

The land use plan proposes almost 13 acres for new industrial uses. Clearance of existing industrial property has been confined to obsolete structures or processes and to incompatible industrial uses in residential areas. Sites for new industrial uses are located along Amory Street and Burnett Street both of which are presently areas of mixed use and in poor condition. The plan proposes that industrial uses be strengthened and related to a compatible land use pattern.

## Institutional Land Use Proposals

The GNRP proposes replacement of or improvement to many city-owned buildings and facilities throughout Jamaica Plain. These proposals constitute one of the major objectives of the land use plan. The Community Facilities and Public Improvements Plan discusses these proposals in more detail under Code No. GN-201(c).

Numerous other institutional uses are located in Jamaica Plain in addition to city-owned facilities. These uses represent a wide variety of services which vary from institutions with a state-wide service area to parochial schools which serve an immediate area. Among the major institutions within the GNRP are the Veterans Administration Hospital, New England Sinai Hospital, Longwood Hospital, Massachusetts Osteopathic Hospital, New England Home for Little Wanderers, Cardinal O'Connell Seminary, Home for Aged Couples, Massachusetts Bay Transit Authority headquarters, Salvation Army, and the Children's Museum.

In addition, numerous church and religious facilities exist throughout the GNRP area and are a major factor in maintaining the stability and residential atmosphere of the community. Three large parochial schools are dispersed throughout the GNRP and are significant assets to the character of Jamaica Plain.

A site immediately south of the GNRP area is presently under consideration as a site for a proposed campus high school. If this site is selected, an extension of the GNRP boundary should be considered to encompass this site. The controls of the urban renewal process would enhance this area for long-term institutional use.

The land use plan is cognizant of the value of these various institutional uses to the GNRP area. The plan provides for these uses and recognizes their functions in the proper growth and future development of Jamaica Plain.



## Technical Controls for the Plan

The implementation of the plan is dependent upon an urban renewal project which emphasizes area-wide rehabilitation and a minimum of selective clearance and redevelopment. As a result, population densities are not expected to change appreciably from present levels.

The technical controls which will be available to guide the implementation of the plan include the City's recently-effective Zoning Code, various city codes and ordinances which are in effect, property rehabilitation standards and the urban renewal plan which will be developed during later detailed planning stages. The GNRP studies included an analyses of the zoning map which is included herewith as Map 8, Existing Zoning. This analyses indicated several minor changes of the zoning districts to conform with the land use proposals of the GNRP. Map 9, Proposed Zoning shows the recommended changes to the zoning districts. These changes will become effective during project execution.

In those sections of the GNRP where land is proposed to be acquired for new housing, commercial, institutional and industrial development purposes, plan controls governing land use and building requirements such as maximum building height, maximum floor area ratio, maximum dwelling unit density, minimum off-street parking and loading requirements, and exterior lighting, sign and landscaping arrangements would be established and set forth in the final urban renewal plan for the contemplated project.

New housing construction in most instances would consist of low-rise developments of duplex, row and garden apartment structures of moderate-density. Such developments would result in overall densities similar to the present densities of the GNRP area.



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PLAN FOR COMMUNITY FACILITIES AND PUBLIC IMPROVEMENTS CODE NO. GN-201(c)

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Jamaica Plain contains a wide variety of community facilities and public improvements which have been developed over a long period of time. Indeed, one of the major factors in the early development of the Jamaica Plain area was its many parks and open spaces which enhanced the area as a residential neighborhood. However, many of the community facilities are now antiquated and obsolete in terms of modern standards. Facilities which have provided many decades of use have deteriorated and are now inadequate to serve the Jamaica Plain community.

The plan for community facilities and public improvements, as shown on Map 4, Existing and Proposed Public Facilities, is based upon GNRP studies and various other studies undertaken as part of the Boston Development Program. These studies include the "1965/1975 General Plan for the City of Boston and the Regional Core," "Renewal Boston's Municipal Facilities - A Capital Improvements Program 1963/1975," "Boston's Schools - 1962," "Traffic and Circulation Plan" by Wilbur Smith, and the "Report on Preliminary Studies of Existing Utility Systems" by Charles McGuire and Associates. The plan for community facilities and public improvements considers the present condition of the area's facilities and proposes improvements which will provide a level of service consistent with the needs of an urban neighborhood.

#### SCHOOL PLAN FOR JAMAICA PLAIN

The school proposals of the Jamaica Plain GNRP are based on the findings of "Boston's Schools - 1962," a recent survey of Boston's public schools and the recommendations set forth in the City's Capital Improvements Program. A major element of the GNRP is a concerted effort to replace worn-out school facilities. In general, the plan proposes:

1. The construction of three (3) new elementary schools and playgrounds designed to replace inadequate facilities.
2. An addition to the T. Roosevelt School and its conversion to intermediate use as an integral part of the school plan for Jamaica Plain. This proposal is also vital to the proposals of the adjacent Roxbury-North Dorchester GNRP and the Washington Park Urban Renewal Project which are within the service area of this school.
3. The retention of five (5) existing elementary and secondary schools, including the Jamaica Plain High School, which are basically sound.



4. The abandonment of five (5) obsolete and substandard school buildings such as the old Agassiz School which was built in 1849.

As the present state of Boston's school facilities clearly demonstrates, local funds alone cannot embark on a sweeping and necessary municipal building program. The need for an up-to-date school system is vital if the City is to strengthen the Jamaica Plain community as a stable residential area.

The proposals for the abandonment of existing school facilities follow without exception the recommendations of "Boston's Schools - 1962." Recommendations as to the number, capacity and location of new schools have also been followed with one exception. The projected school enrollments have been modified to reflect changes in population numbers and age composition which are presently occurring or are expected to emerge from recent population trends in the area and from the impact of proposed highway construction.

In every case, the proposals for new school construction and, wherever possible, the proposals for school building improvement, provide for the development of new or expanded playgrounds and play facilities to meet both school and community recreation requirements on sites adjacent to school buildings.

Specific proposals for the construction of new schools, and for the abandonment, retention and improvement of existing areas are summarized in the following table:

Table 4

SUMMARY OF SCHOOL PROPOSALS

JAMAICA PLAIN GMRP

<u>Existing Schools</u>	<u>Year Built</u>	<u>Grades</u>	<u>Stud. Cap.</u>	<u>Condition</u>	<u>Proposals</u>
Old Agassiz	1849	K-3	210	Deteriorated, Inefficient	Abandon
Agassiz	1893	K,3-6	290	Beyond Repair	Abandon
Bowditch	1892	K-6	365	Deteriorating, Obsolete design	Abandon
M. Fuller	1892	K-6	280	Rundown, Inade- quate facilities	Abandon
Wyman	1892	K-3	195	Deteriorating, Obsolete	Abandon
Jefferson	1904	K-6	440	Adequate	Retain as K-5
Boston R-49 / GN-201(c)	Plan for Community Facilities and Public Improvements				3-2





<u>Existing Schools</u>	<u>Year Built</u>	<u>Grades</u>	<u>Stud. Cap.</u>	<u>Condition</u>	<u>Proposals</u>
E. Wendell	1904	K-6	380	Adequate	Retain as K-5
M. E. Curley	1931	K-3, 7-9	1300	Adequate	Retain as 6-8
J. F. Kennedy *	1962	K-6	350	Adequate	Retain as K-5
Jamaica Pl. H.S.	1898- 1926	Area H.S.	840	Adequate space	Retain
T. Roosevelt	1924	1-6,9	560	Adequate	Build new addition (Prp. site 5.2 acres) Convert to 6-8, Community Center in addition
<u>Proposed Schools</u>	<u>Year Built</u>	<u>Grades</u>	<u>Stud. Cap.</u>	<u>Site (Acres)</u>	<u>Location</u>
Agassiz Replace.	1966	K-5	700	1.2	Adjacent Murphy Plgd.
Fuller Replace.	1967	K-5	550	4.1	Green Rd & Forest Hills Ave
Bowditch Replace.	1968	K-5	700	3.1	Centre & Burrage Streets

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\* Replaced the Lowell School which has been demolished.



## PLAN FOR PARKS AND RECREATION FACILITIES

The Jamaica Plain GMRP area is solidly bounded by three major, regional recreation areas:

Franklin Park	(500 acres)	on the southeast
Arnold Arboretum	(220 acres)	on the south
Olmstead Park	(180 acres)	on the west

In themselves, these three areas significantly enhance Jamaica Plain as an attractive residential neighborhood free from outside, adverse influences.

Franklin Park is a multi-use recreation facility maintained by the Metropolitan District Commission (MDC). Its gardens, zoo, golf course, playfields, bridle paths and natural landscape play a major role in the recreation program for Jamaica Plain.

The Arnold Arboretum is an arboretum of international significance which provides passive recreation for Jamaica Plain as well as the region. It provides a link between Franklin Park and Olmstead Park in the great chain of the Boston Park System.

Olmstead Park is an elongated park along the Jamaica way which provides both passive and active recreation space. Located within this facility is Jamaica Pond which is used for many recreation activities throughout the year.

Although Jamaica Plain has adequate regional facilities which provide recreation space for the areas around the perimeter of the GMRP, the interior sections of Jamaica Plain are deficient of neighborhood recreation areas. Only two facilities, the Murphy and Jefferson Playgrounds, are of sufficient size to support a playfield. Some facilities are poorly located or designed while others lack adequate space and equipment. The small number of recreation areas in the GMRP results in overcrowded conditions on poorly distributed facilities. In addition, present school sites contain little or no recreation space to serve the needs of the school program. A summary of existing facilities is shown below.

Table 5

### SUMMARY OF EXISTING RECREATION AREAS

#### JAMAICA PLAIN GMRP

<u>Facility</u>	<u>Size (acres)</u>	<u>Description</u>
Albert Street Playground	1.2	Paved area, lacks equipment
Cornwall and Brookside Plgd.	1.4	Lacks equipment
Jefferson Playground	4.4	Requires improvement
Johnson Playground (MDC)	4.3	Adequate



<u>Facility</u>	<u>Size (acres)</u>	<u>Description</u>
McDeavitt Playground (MDC)	0.4	Small, poor location, poor condition
Mozart Street Playground	0.8	Newly built, well equipped
Murphy Playground	4.2	Two playfields, well used, lacks equipment for children
	<u>16.7</u>	

Indoor recreation facilities are also inadequate. Curtis Hall contains limited facilities which serve only portions of the GMRP area.

The Jamaica Plain GMRP proposes a program to provide adequate recreation facilities for all sections of the area. This plan includes the following proposals:

1. The improvement of existing parks and playgrounds which are to be retained in accordance with the objectives of the land use plan.
2. The construction and improvement of school-neighborhood playground and recreation areas in accordance with the objectives outlined in the school plan.
3. The construction and improvement of a variety of small-scale open spaces for both active and passive recreation uses which can be integrated into the development opportunities of the plan.
4. The construction of several boulevards such as those proposed for Green and Heath Streets and outlined in the circulation plan.

Specific proposals for active recreation facilities are summarized in the following table:

Table 6

SUMMARY OF PLAYGROUND PROPOSALS

JAMAICA PLAIN GMRP

<u>Existing Facilities</u>	<u>Size (acres)</u>	<u>Proposal</u>
Albert Street	1.2	Retain
Cornwall & Brookside	1.4	Retain
Jefferson	6.0	Retain
Johnson (MDC)	4.3	Retain
McDeavitt (MDC)	-	Abandon for Expressway
Mozart Street	0.8	Retain
Murphy	4.2	Retain

PROPOSED FACILITIES

Curley School	1.5	Develop new facility on City land
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<u>PROPOSED FACILITIES</u>	<u>Size (acres)</u>	<u>Proposal</u>
Mendell School	1.6	Provide new facility
Roosevelt School	3.0	Provide new facility and community center
Bowditch Replacement School	2.5	Provide new facility with school
Fuller Replacement School	3.5	Provide new facility with school
Lamartine Street	<u>0.5</u>	Develop tot lot
Total	30.5	

As shown on Map 4, Existing and Proposed Public Facilities, these proposals will provide Jamaica Plain with adequate, well-located play facilities, especially in areas which presently lack such facilities. The major objective is to provide adequate playgrounds adjacent to school sites so that the neighborhood and school recreation needs will be fulfilled. In addition, a new community center is proposed with the expansion of the Roosevelt School and the present facilities at Curtis Hall are to be improved.

#### PLAN FOR MUNICIPAL BUILDINGS

Municipal buildings in Jamaica Plain, other than schools, include two branch libraries, a police station, a fire station, a municipal building and a municipal garage.

Libraries. Two branch libraries are within the GNRP area and are centrally located; one is adjacent to Curtis Hall on Sedgwick Street and the other is located on Centre Street near Paul Gore Street. In addition, the Egleston Square branch library is located on Columbus Avenue just outside the GNRP and serves the eastern section of the area. All three libraries are structurally sound and provide adequate service.

Fire Stations. One fire station is located within the GNRP on Centre Street near Green Street. This facility, which houses Engine Co. 28 and Ladder Co. 10, was built in 1898 but extensive improvements were recently made. Although it is centrally located in terms of its service area, all sections of the service areas are not readily accessible because of the street pattern and congestion. However, the circulation plan, especially the improvement of Green Street, will remove these deficiencies to make all sections of the service area readily accessible.

Another fire station which serves the GNRP is located on Columbus Avenue near Egleston Square just outside the GNRP area. This facility which houses Engine Co. 42 and Ladder Co. 30 was built in 1952 and is in good condition. It is strategically located to adequately serve the eastern portion of the GNRP.

The plan retains both these facilities at their present locations. With the improvements proposed by the circulation plan, adequate fire protection will be provided to all sections of the GNRP area.

Police Station. Police Station 13 is located within the GNRP on Seaverns Avenue. The building is old, deteriorated and obsolete in design. It is





within a residential area and is not well located in terms of accessibility. The "Quinn Tamm Report," a recent study of the Boston Police Department, recommended that this facility be abandoned as part of a major reorganization of that department. New consolidated facilities will be located outside the GNRP to provide more efficient and comprehensive police protection, for the general area.

Municipal Building (Curtis Hall). Curtis Hall is located at South and Centre Streets and contains meeting rooms, recreation facilities including an indoor swimming pool and a health unit. Both space and facilities are inadequate to satisfy the needs of the GNRP. The plan proposes a new health unit in the general area which would release space in Curtis Hall for improved recreation uses.

D.P.W. Garage. The City has a major facility in the southern section of the GNRP near the Arborway. This facility is well located and performs an adequate function.

## PLAN FOR MAJOR STREETS AND HIGHWAYS

### Introduction

A major asset of Jamaica Plain is its strategic location in terms of accessibility to the central business district and to other areas of the City. While extensive major highway facilities have been constructed or are in the planning stages, Jamaica Plain must possess, within the GNRP area, a complementary highway system if it is to provide overall accessibility. The implementation of the land use proposals of the GNRP is dependent upon an adequate system of streets and highways integrated with a modern mass transit operation.

Historically, Jamaica Plain was once an area of farms and large estates serviced by a few country roads. The street pattern developed as these extensive land holdings were subdivided for more intensive use without any overall circulation plan. The system was adequate to serve the early transportation needs of the community. The development of the automobile and its increased use in recent years, however, has overburdened the street pattern. Residential streets developed haphazardly and are narrow and congested. The weak street pattern forces much through traffic into residential areas. Uncoordinated development created many intersections throughout the GNRP which have become hazardous under increased traffic volumes. In addition, many streets are poorly paved and lack suitable curbing and sidewalks. The GNRP recognizes the present difficulties of the street system and proposes improvements to meet the transportation needs of the area.

### Existing Circulation

The GNRP is well bounded by major streets on all sides except where Franklin Park abuts the area. The boundary streets include Columbus Avenue on the northeast, Heath Street on the north, the Jamaicaway on the west, and the Arborway on the south. The existing street pattern is shown on Map 5, Existing Circulation contained herein.



The Jamaica way and the Arborway are classified as arterial streets and consist of limited-access parkways with attractive landscaping. These streets presently carry much through traffic between downtown and the southwest. Columbus Avenue is a heavily-travelled arterial street which connects the downtown area with Roxbury. Heath Street presently functions as a secondary arterial and connects Jackson Square with the Jamaica way via South Huntington and Huntington Avenues.

The major interior streets include Centre, South, Perkins and Washington Streets, and South Huntington Avenue. Centre Street presently functions as a secondary arterial, along which are located the major sources of community activity. The major residential, commercial and institutional developments are located along this street. A surface-trolley line enters the GNRP area from the north and runs down South Huntington Avenue to Centre Street, along Centre Street to South Street, along South Street to the Forest Hills Station. As a result, Centre Street is congested, poorly paved and hazardous.

Perkins Street is a secondary arterial between the Town of Brookline and Centre Street. South Street is another secondary arterial between Centre Street and the Arborway and exhibits deficiencies similar to Centre Street.

South Huntington Avenue, a secondary arterial connection between Centre Street and Huntington Avenue, provides access for traffic destined for the Central Business District via Huntington Avenue. Washington Street is an arterial route through Roxbury and the South End to the Central Business District. The Forest Hills elevated line of the Massachusetts Bay Transit Authority (MBTA) runs down Washington Street at the present time and carries large volumes of through traffic, especially commercial vehicles.

The absence of a well-defined street system according to function is a major deficiency in Jamaica Plain. There is a lack of adequately located and designed collector-distributor streets with a number of complex intersections. The absence of an adequate crosstown connection within the GNRP is a major deficiency in the present circulation system. As a result, much through traffic, including commercial vehicles, is forced to traverse residential neighborhoods and other areas designed for local travel only.

### Proposed Circulation

The circulation plan for the Jamaica Plain GNRP has been developed in the context of a circulation and transportation plan for the entire city. The major objective of the plan is to provide an improved circulation pattern while removing through traffic from residential neighborhoods. The GNRP sets forth a reasonable solution to the transportation problems of the area in conjunction with programmed highway improvements. The following major highway improvements are proposed.

- The extension of the Washington Park Boulevard between Jackson Square and the Jamaica way as a widening, realignment and upgrading of Heath Street.
- The reconstruction of Centre Street upon removal of the surface trolley line.



- The improvement of Green Street to provide circulation between Centre and Washington Streets.
- The widening and realignment of Boylston Street between Lamartine and Washington Streets as an improved crosstown connection.
- The reconstruction of South Street.
- The improvement of South Huntington Avenue and other collector-distributor and local access streets through selected widenings, extensions and abandonments, and the reconstruction and modernization of street lighting, street pavements and sidewalks, and landscaping to provide a coordinated well-defined street pattern.
- The future widening of Washington Street upon removal of the rapid transit elevated structure to improve the arterial function of the street.

These proposals and the proposed classification of streets are illustrated on Map 6, Proposed Circulation contained herein.

In addition, the Southwest Expressway (I-95) as proposed by the Massachusetts Department of Public Works would generally follow the present alignment of New Haven Railroad. This roadway would consist of an eight-lane, controlled access express route from Route 128 to the proposed Inner Belt. Preliminary plans contemplate controlled access interchanges at the Arborway and at Jackson Square in the vicinity of the Washington Park Boulevard Extension. Lamartine and Amory Streets would function as collector-distributors for the expressway to achieve a more organized local street pattern. The right-of-way will also include sufficient space for railroad and rapid transit facilities as discussed below.

At the present time, an approved, detailed route has not been established for the expressway. However, a joint study of the alignment is presently under way with the following participants: The Massachusetts Department of Public Works, the Massachusetts Bay Transit Authority, the Metropolitan Area Planning Council, the City's Department of Public Works and the Redevelopment Authority. It is expected an approved route will be established before the end of 1965.

Neighborhood continuity should be maintained across the expressway corridor by providing as many vehicular and/or pedestrian crossings of the expressway as economically possible. These crossings would include, but would not necessarily be limited to, McBride, Williams, Green, Boylston, Atherton and Centre Streets.

A program of local street improvement will be carried out on an organized basis. Local streets and related facilities such as sidewalks, street lighting and planting strips will be improved in accordance with the condition of the various streets.

#### Mass Transportation

The Massachusetts Bay Transit Authority (MBTA) presently operates two rail transit facilities within the Jamaica Plain GNR. The Forest Hills route



is a rapid transit line which runs on an elevated structure over Washington Street with stops at Egleston Square, Green Street and Forest Hills. The Arborway route is a surface trolley line which runs along the center of South Huntington Avenue, Centre and South Streets with numerous local stops. Both routes terminate at Forest Hills Station on the southern boundary of the GNRP where the MBTA central office is located.

The southwest corridor study mentioned above is considering the feasibility of relocating the Forest Hills route from Washington Street to the right-of-way of the proposed Southwest Expressway. This relocation would be part of an overall program by the MBTA to extend and improve rapid transit service in the metropolitan Boston area. Alterations of the transit system should include stations at Jackson Square, Boylston Street, Green Street and Forest Hills to provide transit service which is readily accessible to the GNRP area.

The surface trolley line along Centre Street is proposed for replacement with a bus system. This will permit the improvement of Centre Street which will result in a strengthening of the retail uses as proposed by the land use plan.

#### PLAN FOR MAJOR UTILITIES

The Jamaica Plain GNRP area is served by a wide variety of utilities including water, sewers, drains, traffic signals, fire and police alarms. As part of the studies undertaken during the preparation of the GNRP, a general report on utilities was prepared under contract. This report contains a general evaluation of existing utilities and makes general recommendations based upon present utility plans.

##### Sewers and Drains

Most of the Jamaica Plain area is served by a combined sewer system. Between 10 to 20 percent of the GNRP area is served by sanitary sewers which discharge through combined systems serving the entire area. Between 20 to 30 percent of the area has storm sewers discharging into the Stoney Brook Conduit and the Muddy River. The main combined sewers are generally adequate for storms of from 2 to 5 year frequencies. The Stoney Brook Conduit is adequate but frequent overflows from the Stoney Brook Valley Sewer seriously contribute to the pollution of the Stoney Brook Conduit and the Muddy River.

The GNRP proposes to improve the present storm and sewer systems wherever possible. The plan provides for the elimination of the overflow of sewerage to the Stoney Brook Conduit by the construction of a sanitary relief sewer for the Stoney Brook Valley Sewer. In addition, it is planned to separate the present combined sewer system wherever possible, and to replace or rehabilitate existing sewers and drains which are either obsolete or in poor condition.





## Water Service

Water for the Jamaica Plain GNRP area is supplied entirely by the Southern High Water Service. Nearly 40 percent of the water mains, 16 inches and larger, were laid prior to 1900 and are considered to have lost more than 50 percent of their original carrying capacity. Available data indicates generally that these mains are structurally sound and capable of delivering adequate flows.

The plan for Jamaica Plain proposes the replacement or cleaning and cement-lining of clogged and corroded water mains and service lines, wherever possible, and the replacement or repair of appurtenant facilities which are obsolete or in poor condition.

## Other Utilities

The present level of street lighting in the Jamaica Plain GNRP is far below standard for an urban residential community. Although improvements have been made in some sections of the area, the street lighting system in Jamaica Plain is generally obsolete, outmoded and inadequate. The GNRP proposes a formal program to provide street lighting improvements in accordance with the implementation of the renewal program.

The police signal system is chiefly located in underground conduits of the telephone company. The system is in good condition and is adequate in that it accomplishes the purposes for which it was designed. Similar conditions apply to the fire alarm system. Interviews with principals of the Fire Alarm Division indicate that the present system is adequate.

Several major intersections of the GNRP area are regulated by traffic signals. These facilities are generally adequate and provide satisfactory service at the present time. With the modification of the present street pattern, as proposed in the circulation plan, some changes in this system will be required and these changes will be coordinated with the various street improvements.



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DELINEATION OF TREATMENT AREAS

CODE NO. GN-201(d)

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The proposed treatment in the Jamaica Plain General Neighborhood Renewal Plan emphasizes rehabilitation. However, limited clearance will be required to provide sites for new public facilities, widen streets or to eliminate the spread of blight and deterioration.

Renewal treatment areas proposed by the Jamaica Plain GNRP are shown generally on Map 7, Proposed Treatment and Title I Projects.

Proposed clearance areas are listed below by type of proposals.

<u>Clearance Area</u>	<u>Area (Acres)</u>	<u>Number of Buildings</u>
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PUBLIC FACILITIES

Agassiz Replacement School	1.5	17
Fuller Replacement School	4.1	2
Bowditch Replacement School	3.1	8
Roosevelt School Addition	5.8	82
Mendell School Playground	1.6	15

STREET WIDENING

Heath Street	8.5	44
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BLIGHTED CONDITIONS

Lamartine Street	8.9	107
Amory-Boylston Streets	13.0	121
Burnett Street	2.7	27
Other	<u>2.9</u>	<u>5</u>

TOTALS	52.1	428
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The figures shown above specifically exclude any land acquisition required to provide a right-of-way for the proposed Southwest Expressway. Land acquisition for this highway is ordinarily the responsibility of the Massachusetts Department of Public Works and it is anticipated that that agency will discharge its responsibility in the customary manner.

The program proposes a minimum level of clearance necessary to carry out the objectives outlined in the plan; namely community facilities, street improvements and the removal of extremely blighted conditions. Less than ten per cent of the buildings and less than six per cent of the land will be acquired under the plan. The remaining areas of the GNRP will be rehabilitated under a comprehensive rehabilitation program.



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PROSPECTIVE REQUIREMENTS FOR REHABILITATION

CODE NO. GN-201(e)

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The General Neighborhood Renewal Plan proposes the rehabilitation of residential properties through the enforcement of modified Minimum Property Standards for Urban Renewal Rehabilitation which have been accepted by the FHA. The Minimum Property Standards apply to existing residential properties containing one through eleven units in legally defined urban renewal areas. This one set of standards reflects FHA, Boston Building Code, Boston Housing Code and State Housing Code minimum requirements.

The timing of improvements will be developed according to the needs and resources of each individual property owner. Properties not brought up to minimum standards within a reasonable period of time will be subject to acquisition by the Redevelopment Authority.





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PROSPECTIVE TITLE I PROJECTS

CODE NO. GN-201(f)

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The studies undertaken during the preparation of the General Neighborhood Renewal Plan indicate the feasibility of one prospective Title I project, covering the entire Jamaica Plain renewal area. This decision is based upon the historical unity associated with Jamaica Plain, the complete inter-relationship of land use and circulation, and the limited amount of clearance proposed. The problems of the renewal area require additional detailed study which can be best accomplished by a detailed study of the entire area. In addition, the project area will extend north of the GNRP boundary to permit the widening of Heath Street, a major proposal of the plan. The project boundary is shown on Map 7, Proposed Treatment and Title I Projects. In the event that the site immediately south of the GNRP is selected for the proposed English Campus High School, an extension of the project boundary shall be considered.

Since the proposed treatment is primarily rehabilitation and conservation, one unified project is of major importance in organizing citizen participation necessary for a successful rehabilitation program. It is proposed to initiate this project as soon as possible; a Survey and Planning Application is being submitted simultaneously as Exhibit G of this report.



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ANTICIPATED MARKET ABSORPTION CAPACITY FOR CLEARED LAND

GN-202(a)

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The Boston Redevelopment Authority prepared an economic analysis of the Jamaica Plain renewal area under contract. This report, entitled "Land Utilization and Marketability Study", is being submitted as Exhibit C and illustrates the economic feasibility of undertaking a renewal program for the area.



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ESTIMATES OF FEDERAL GRANT REQUIREMENTS

CODE NO. GN-202(b)

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1. <u>Project Expenditures</u>		
(a)	GNRP Costs	\$ 220,225
(b)	Planning Costs	593,950
(c)	Administration Costs	1,430,000
(d)	Property Acquisition	6,030,000
(e)	Project Improvements	4,019,000
(f)	Other Costs	2,524,000
(g)	Subtotal	<u>\$ 14,817,175</u>
2. <u>Local Non-Cash Grants-In-Aid</u>		
(a)	Land Donations	\$ ----
(b)	Demolition and Removal	----
(c)	Project Improvements	2,430,000
(d)	Public Facilities	4,520,000
(e)	Other	----
(f)	Subtotal	<u>\$ 6,950,000</u>
3.	<u>Gross Project Cost</u>	\$ 21,767,175
4.	<u>Land Disposal Proceeds</u>	\$ 975,000
5.	<u>Net Project Cost</u>	\$ 20,792,175
6.	<u>Minimum Local Contribution</u> (one third of line five)	\$ 6,930,725
7.	<u>Project Capital Grant</u>	\$ 13,842,175
8.	<u>Relocation Grant</u>	\$ 480,850
9.	<u>Relocation Adjustment Payments</u>	\$ 157,600
10.	<u>Total Federal Capital Grant</u>	\$ 14,480,625



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RELOCATION REQUIREMENTS AND RESOURCES

CODE NO. GN-202(c)

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1. Analysis of existing United States Census data and BRA Surveys for the GNRP area provide the basis for the following relocation estimates:

Estimated Families and Individuals to be Displaced

	<u>White</u>	<u>Non-White</u>	<u>Total</u>
No. of Families	876	24	900
No. of Individuals	83	2	85

There are estimated to be 942 occupied dwelling units proposed for clearance in the GNRP area.

Estimated Non-Residential Establishments to be Displaced

An estimated 100 non-residential establishments would be displaced for the entire GNRP area.

2. As of April 1, 1960, housing resources in the Jamaica Plain GNRP area were generally as follows:

Type of Housing

	<u>H.U.</u>
Owner-Occupied	3,463
Renter-Occupied	8,574
	<u>12,037</u>

Vacant Housing

	<u>H.U.</u>
Available H.U. for Sale only	18
Available H.U. for Rent	224
Other Vacant	269

Condition of Housing

	<u>H.U.</u>
Sound with plumbing	9,427
Deteriorated with plumbing	2,110
Substandard (dilapidated or lacking plumbing facilities)	1,011
	<u>12,548</u>





As of April 1, 1960 there were 12,548 housing units in the GNRP area. These included 242 vacant housing units for rent and for sale. Other vacancies totaling 269 units were not on the housing market because of the owner's preferences or extreme deterioration.

There are 1,284 public housing units in the GNRP area. Average turnover rate is approximately 160 units a year.

The GNRP proposes the construction of approximately 350 housing units on sites to be made available through redevelopment. These units would be developed primarily for moderate-income groups.

#### Turnover in Citywide Housing Inventory

As of July 31, 1964, there were an estimated 16,200 housing units available in the most recent seven-month period from turnover in rental housing as indicated by the records of our local utility company. These units were located within the City of Boston and represent a substantial portion of the total available private rental housing turnover.

The annual turnover rate for Boston's public housing units in 1963 was 12.6% or 1,800 units.

Turnover rates in the City's housing supply are derived from the U. S. Census of Housing, Boston, 1960, and are estimated as follows:

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Year Moved	Renter-Occupied	Owner-Occupied	Total
1957	15,969 ( 9.8%)	3,054 (5.0%)	19,023 ( 8.5%)
1958	20,750 (12.7%)	3,171 (5.2%)	23,921 (10.6%)
1959	33,262 (20.4%)	3,555 (5.8%)	36,817 (16.4%)

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#### Characteristics of Inventory and Vacancy Rate

As of April 1, 1960, there was an estimated 14,115 vacant housing units out of a total of 238,802 units in the City of Boston. In the interim period through July 31, 1964, it is estimated that a net decrease of 31,600 people has occurred in the City, further increasing the availability of housing. Of the 224,687 units occupied, it is estimated that 163,396 were renter-occupied and 61,291 were owner-occupied.

As of November 1964 there were 14,397 public rental housing units provided under the Federally-aided and State-aided programs, according to a letter from the Acting Administrator of the Boston Housing Authority, dated November 27, 1964.

As of April 1, 1960, the U. S. Census of Housing listed 14,115 vacant dwelling units, providing a vacant ratio of 5.9%. Of the vacant dwelling units, 6,263 are available vacant with all facilities and considered to be standard



units, including 485 sales units and 5,778 rental units.

Vacant standard units represent 3.1% of the total number of standard units. The vacancy rate is 4.1% of the total standard sales units, according to the U. S. Census of Housing, States and Small Areas HC(1)23, Boston, 1960.

#### Availability of Housing to Non-white Families and Individuals

Under open occupancy legislation enacted July 1, 1963, in the Commonwealth of Massachusetts, all dwelling units except those in owner-occupied, two-family structures, are available by law for rent or purchase on an open occupancy basis.

#### Related Relocation Actions

As part of the ongoing development of a comprehensive relocation program for the City of Boston, the Boston Redevelopment Authority has taken a number of actions to further develop and refine the relocation program. These actions are as follows:

- (1) In December 1962, the Authority executed a contract with United Community Services of Metropolitan Boston to provide a social service unit in the Government Center Relocation Program. Since that time increasing emphasis has been placed upon providing adequate social services to persons required to relocate.
- (2) A full-time public health nurse was utilized in Castle Square by the United South End Settlements, Inc., who carried out that program and the full-time staff services of a public health nurse are now being utilized in Washington Park.
- (3) The Authority entered into a contract with Management Services Associates, Inc., to develop a comprehensive relocation program for Boston. The report included recommendations for organizational, procedural, and personnel changes, as well as added emphasis upon cooperation with community social service agencies.

As a result, the Authority established in 1963 a Department of Family Relocation and employed a Director of Family Relocation.

Cooperation with public and private social service agencies has been extensive in Washington Park. The Department of Family Relocation has also cooperated with Action for Boston Community Development in the preparation of plans for multi-service centers in Roxbury, Charlestown, and the South End.

- (4) The Department has worked with the Greater Boston Real Estate Board, the Rental Housing Association, the Brokers Institute, and the Multiple Listing Service.



- (5) In September, 1963, the Mayor of Boston established a Citizens Advisory Committee with subcommittees on Relocation Housing, Housing for the Elderly, and Minority Housing. Advisors and staff services are provided to the subcommittees by the Authority. The Director of Family Relocation is the staff advisor to the Subcommittee on Relocation Housing.



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Boston, Massachusetts

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IDENTIFICATION OF REQUIRED ACTIONS

CODE NO. GN-202(d)

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The actions required to be taken by governmental agencies in order to carry out the plan are identified below.

1. Zoning Changes

A new Zoning Code for the City of Boston became effective on December 31, 1964.

The proposed classification of zoning districts (Map 9, Proposed Zoning) is based on the new Zoning Code.

The revision of zoning districts, conforming to this classification, is proposed in order: (1) generally to carry out the objectives and proposals of the General Neighborhood Renewal Plan, (2) particularly to conform as closely as possible with the land use and building requirements for areas proposed for acquisition as part of the GNRP, and (3) additionally to stimulate the reorganization of land use and building development in sections of the GNRP area which are proposed for rehabilitation.

2. Modification of Housing Codes

A review of housing and building codes currently in effect in and for the City of Boston, including (1) the State Sanitary Code setting forth "Minimum Standards of Fitness for Human Habitation" as mandatory minimum requirements for housing for all municipalities of the Commonwealth, and (2) the Boston Building Code, indicates that such codes and ordinances are fully adequate to carry out the objectives and proposals of the GNRP.

3. Provision of Community Facilities and Public Improvements

The proposed community facilities and public improvements discussed under Code No. GN-201(a) have been derived from the City of Boston's Capital Improvements Program as published in Renewing Boston's Municipal Facilities, 1963-1975, the school report entitled Boston Schools - 1962 prepared by Harvard University under the direction of Cyril Sargent, the 1965/1975 General Plan for the City of Boston and the Regional Core and studies undertaken by the staff of the Boston Redevelopment Authority during the preparation of the General Neighborhood Renewal Plan.





<u>Community Facilities</u>	<u>Total Cost</u>	<u>% Credit to Project</u>	<u>Creditable Cost</u>	<u>Anticipated Time Schedule</u>
Fuller Replacement	\$1,100,000	100	\$1,100,000	1967
Roosevelt School Add.	2,080,000	25	520,000	1968
Agassiz Repl. School	1,400,000	100	1,400,000	1969
Bowditch Repl. School	1,100,000	100	1,100,000	1970
Health Center	400,000	100	400,000	1970
Subtotals	<u>\$6,080,000</u>	<u>75.0</u>	<u>\$4,520,000</u>	
 <u>Public Improvements</u>				
Street Improvements	\$2,368,000	100	\$2,368,000	1967-70
Street Lighting	780,000	100	780,000	1968-70
Water Improvements	745,000	100	745,000	1967-70
Sewers and Drains	2,256,000	100	2,256,000	1967-70
Playgrounds	300,000	100	300,000	1967-70
Subtotals	<u>\$6,449,000</u>	<u>100</u>	<u>\$6,449,000</u>	
Totals	\$12,529,000	87.5	\$10,969,000	



JAMAICA PLAIN  
GENERAL NEIGHBORHOOD RENEWAL PLAN  
PROJECT NO. MASS. R-49

BINDER NO.

Boston Redevelopment Authority  
Boston, Massachusetts

Submission Date:

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APPROVAL BY LOCAL PLANNING AGENCY

CODE NO. GN-203

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The Jamaica Plain General Neighborhood Renewal Plan is in full conformity with the "1965/1975 General Plan for the City of Boston and the Regional Core", dated November 1964, with respect to objectives and proposals for land use, zoning, major thoroughfares, community facilities, and the programming of public improvements.

Under the terms of Chapter 652, Acts of 1960 of the Massachusetts General Court, the powers and duties of the Boston City Planning Board were transferred to the Boston Redevelopment Authority. For this reason, the required evidence of approval of the General Neighborhood Renewal Plan as conforming to the general plan of the locality as a whole, appears in the "Resolution of the Boston Redevelopment Authority Approving the General Neighborhood Renewal Plan for the Jamaica Plain Urban Renewal Area", Code No. GN-211, which follows.

A copy of the "1965/1975 General Plan for the City of Boston and the Regional Core", dated November 1964, has been submitted previously.



JAMAICA PLAIN  
GENERAL NEIGHBORHOOD RENEWAL PLAN  
PROJECT NO. MASS. R-49

BINDER NO.

Boston Redevelopment Authority  
Boston, Massachusetts

Submission Date:

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RESOLUTION OF LOCAL PUBLIC AGENCY  
APPROVING THE PLAN

CODE NO. GN-211

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RESOLUTION OF BOSTON REDEVELOPMENT AUTHORITY  
APPROVING FILING OF GENERAL NEIGHBORHOOD  
RENEWAL PLAN  
JAMAICA PLAIN URBAN RENEWAL AREA

WHEREAS, pursuant to the provisions of Title I of the Housing Act of 1949 as amended, the Boston Redevelopment Authority, herein called the "Local Public Agency", has entered into a contract, designated Contract No. Mass. R-49(GN), with the Federal Government pursuant to which the Government has made available to the Local Public Agency financial assistance for the preparation of a General Neighborhood Renewal Plan for the urban renewal area designated as the Jamaica Plain Urban Renewal Area, in the City of Boston, Commonwealth of Massachusetts, herein called the "Locality"; and

WHEREAS, there was presented to this meeting of the Board of the Boston Redevelopment Authority, herein called the "Governing Body", for its consideration a copy of a General Neighborhood Renewal Plan for said urban renewal area, dated \_\_\_\_\_, which plan is entitled "General Neighborhood Renewal Plan, Jamaica Plain Urban Renewal Area", and consists of \_\_\_\_\_ pages and \_\_\_\_\_ exhibits, (said plan being hereinafter called "General Neighborhood Renewal Plan"); and

WHEREAS, said General Neighborhood Renewal Plan was reviewed and considered at length at said meeting; and

WHEREAS, pursuant to the laws of the Commonwealth of Massachusetts the Authority is the duly designated and official planning board for the City of Boston; and

WHEREAS, a comprehensive plan has been prepared and is recognized and used as a guide for the general development of the locality as a whole:



NCW, THEREFORE, BE IT RESOLVED BY THE BOARD OF THE BOSTON REDEVELOPMENT AUTHORITY, that the General Neighborhood Renewal Plan is hereby approved in principle, that the filing of the General Neighborhood Renewal Plan is hereby approved, and that the Development Administrator is hereby authorized and directed to file such plan with the Housing and Home Finance Agency, and to provide such additional information and to furnish such documents as may be required in behalf of such agency and to act as the authorized correspondent of the Boston Redevelopment Authority; and

BE IT FURTHER RESOLVED by the Boston Redevelopment Authority, acting as the duly designated and official Planning Board for the City of Boston, that the General Neighborhood Renewal Plan conforms to the comprehensive plan for the locality as a whole.





Boston Redevelopment Authority  
Boston, Massachusetts

Submission Date:

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OPINION OF COUNSEL RESPECTING APPROVAL OF PLAN

CODE NO. GN-212

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Boston Redevelopment Authority  
1108 City Hall Annex  
Boston 8, Massachusetts

Re: General Neighborhood Renewal Plan  
Jamaica Plain Renewal Area  
Project No. Mass. R-49  
Boston, Massachusetts

Dear Sir:

I am an attorney-at-law admitted to practice in the Commonwealth of Massachusetts. As counsel for the Boston Redevelopment Authority, my opinion, including factual statements requested by the Housing and Home Finance Agency, is as follows:

1. I have examined the General Neighborhood Renewal Plan prepared by the Boston Redevelopment Authority, relating to the Jamaica Plain Renewal Area in the City of Boston, County of Suffolk, Commonwealth of Massachusetts (hereinafter called the "Plan") which plan is more specifically identified as follows:

A mimeographed document dated June 24, 1965, entitled "Jamaica Plain General Neighborhood Renewal Plan", and consisting of \_\_\_\_ pages and \_\_\_\_ maps, for the urban renewal area aforementioned, and approved by the Local Public Agency on \_\_\_\_\_, 19\_\_.

I have also examined a record of the official proceedings respecting the authorization and approval of the Plan by the Local Public Agency.

2. The plan has been duly approved by the Local Public Agency.
3. The Plan when duly approved by the City Council of the City of Boston will be a valid Plan, meeting all the requirements of Title I of the Housing Act of 1949, as amended, and other applicable law. The Plan

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includes all of the provisions and matters required by Section 102(d) of said Housing Act.

4. The territorial area covered by the Plan is within the territorial jurisdiction of the Local Public Agency, and such area under Commonwealth and local law is legally eligible and appropriate for the activities contemplated under the plan.
5. To my knowledge there is no pending or threatened litigation of any kind concerning the Plan.

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John C. Conley  
General Counsel





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